

California Transportation Commission Overview

Caltrans Transportation Planning Academy
Sacramento – May 19, 2017

Laura Pennebaker, Associate Deputy Director-Transportation Planning California Transportation Commission

California Transportation Commission



- Independent public agency est. 1978
- Eleven voting members, two non-voting ex-officio members
- Holds public meetings statewide
- Programs and allocates funds for construction of highway, passenger rail, transit, active transportation, and aeronautic improvements
- Advises Legislature and Administration

Shared Responsibilities



- Governor/Legislature: Establish overall policies and appropriate funds
- Commission Programs and allocates funds and recommends policy. Approves the STIP, SHOPP, ATP, monitors project delivery etc.
- Caltrans Implements or performs oversight for on-system projects
- Regional/Local Agencies Prioritize projects at the regional/local level

Commission Activities



- Legislative Outreach and Support
- Transportation Planning Guidelines
- Public-Private Partnership & Toll Facility Approval
- Eminent Domain, Relinquishments & Route Adoptions
- Funding Programs

State Highway Operations and Maintenance Program

State Transportation Improvement Plan

Active Transportation Program

California Freight Investment Program

New SB 1 Programs

Legislative Activities

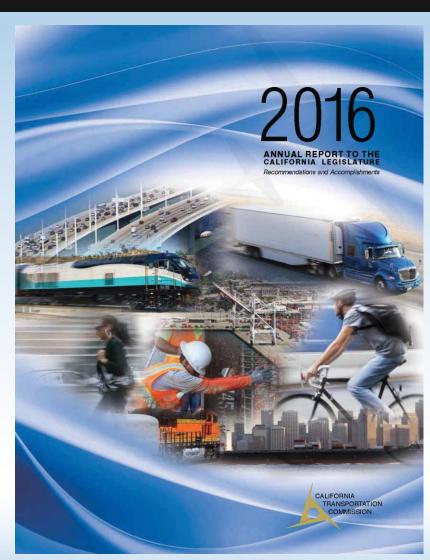


Outreach and Support

Advise Legislators and Staff Legislative Briefings

- Analyze and Take Positions on Bills
- Prepare <u>Annual Report and</u> <u>Recommendations</u>
- Prepare Other Policy Documents and Reports As Needed

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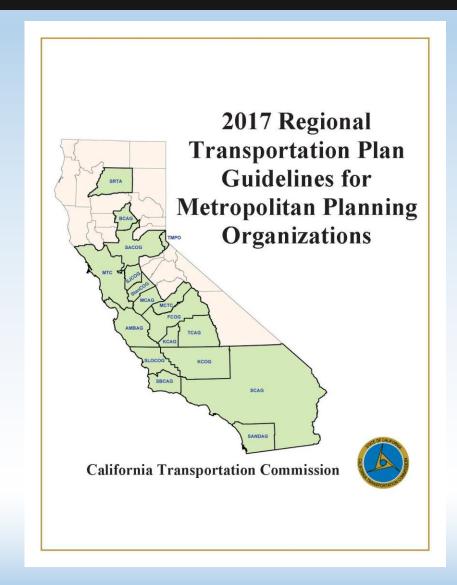
Planning Related Activities

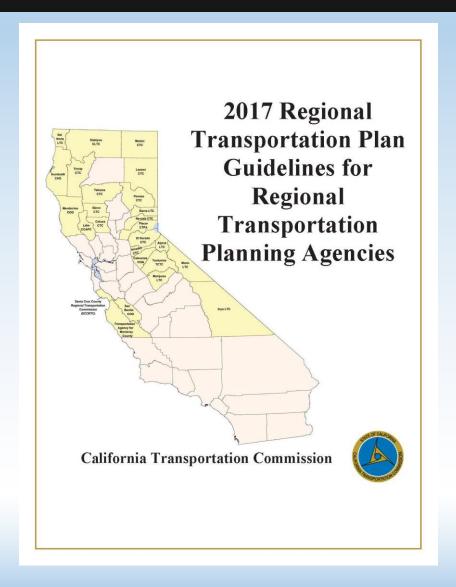


- RTP Guidelines
- CTP Guidelines
- Review of Caltrans Modal Plans and the CTP Plus Participate on TACs
- Review of Planning Related Documents Prepared by Other State Agencies

RTP Guidelines





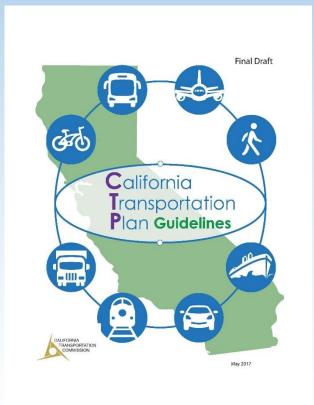


CTP Guidelines







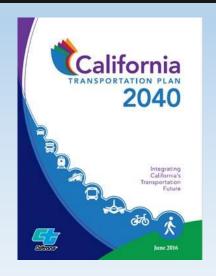




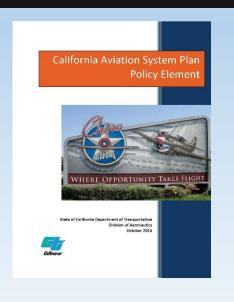
CTP 2050

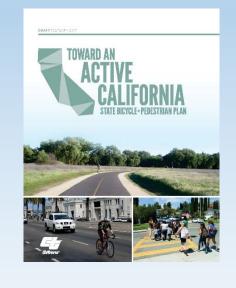
Review of Planning Documents

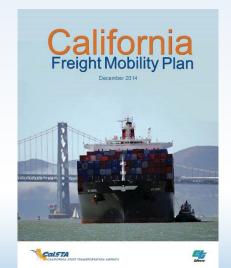


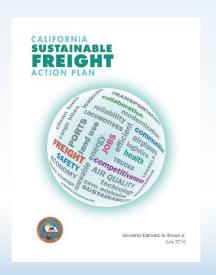


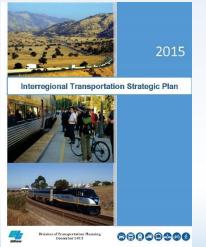










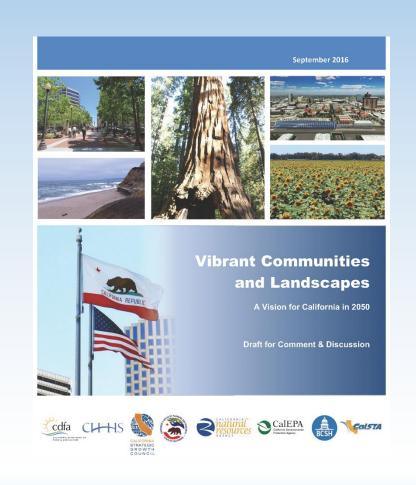




Review of Planning Documents cont.







INTERGOVERNMENTAL REVIEW PROGRAM INTERIM GUIDANCE

REVISED - NOVEMBER 9, 2016

Implementing Caltrans Strategic Management Plan 2015-2020 Consistent with SB 743 (Steinberg, 2013)

Commission Responsibilities Funding Programs

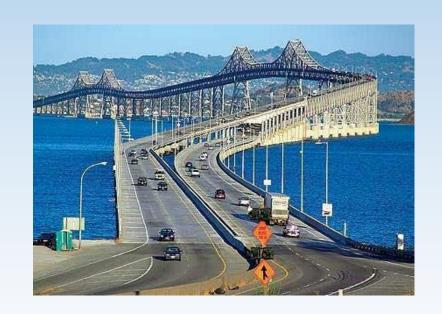


- State Highway Operation and Protection Program
- State Transportation Improvement Program
- Active Transportation Program
- California Freight Investment Program
- Transit and Intercity Rail Capital Program
- New SB 1 Programs

A Variety of Revenue Sources Fund California's Transportation Infrastructure



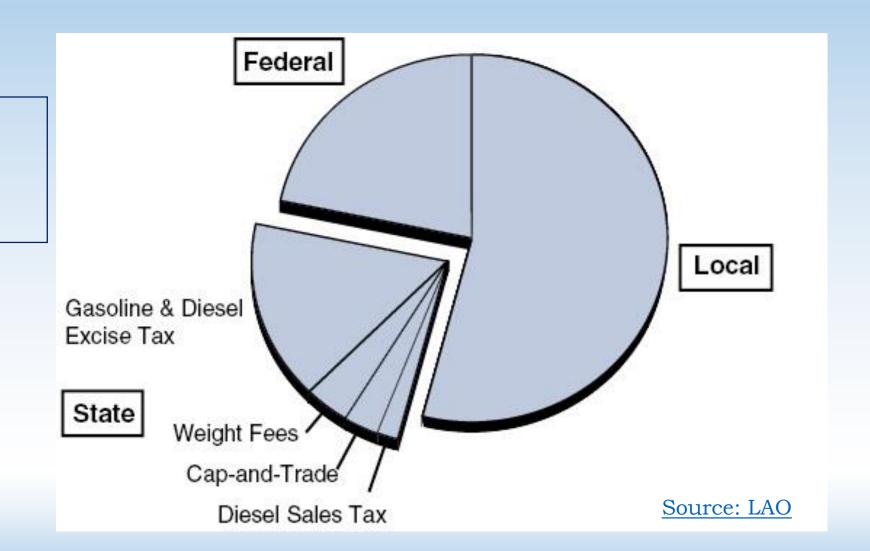
- Fuel Excise Taxes
- Sales Taxes on Fuels
- Truck Weight Fees
- Tolls
- Local Sales Tax Programs
- Local Impact Fees
- General Obligation Bonds
- Federal Funding
- Cap and Trade



Annual Transportation Funding



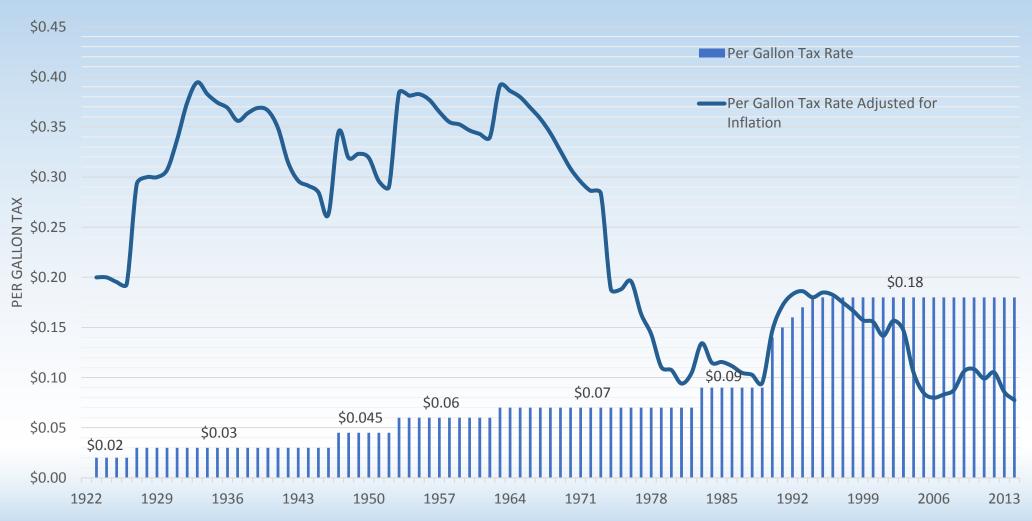
Roughly \$28 Billion in 2016-17



(Not inclusive of new SB 1 revenue)

History of the Base Gasoline Excise Tax Rate

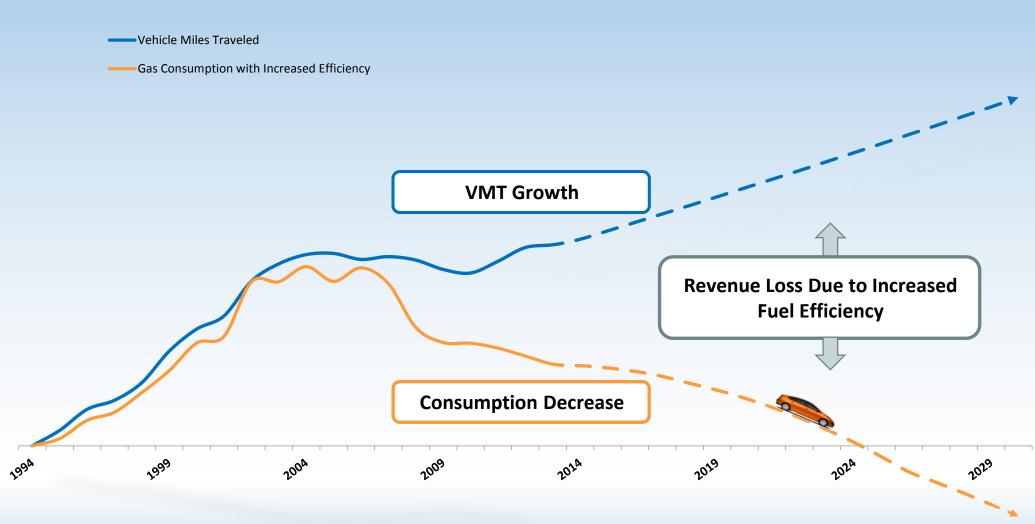




Source: Board of Equalization. Escalation based on California State Highway Construction Cost Index and Consumer Price Index

Vehicle Fuel Efficiency Accelerates Revenue Loss





In this conceptual chart, Vehicle Miles Traveled and Fuel Consumption have been indexed to the same starting point in 1994 to enable comparison of the relative change of the two metrics over time

SB-1 - Overview



Road Repair and Accountability Act of 2017

- Senate Bill 1 (Beall)
- Signed into law by Governor Jerry Brown April 28, 2017
- Increases transportation revenues through increases to the gasoline and diesel taxes, other vehicle fees, and General Fund debt repayments
- Creates new transportation funding programs, increases funding to existing programs, and implements various reforms



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SB-1 Revenue Destinations



Provides \$5 billion annually in new transportation funds for the following purposes:

- \$3 billion to fix state and local roads, split 50/50 between state and local governments
- \$750 million for transit operations and capital improvements
- \$400 million for bridge repair and maintenance
- \$300 million for trade corridors
- \$250 million for congested travel corridors

- \$200 million for local partnerships for "self-help" counties
- \$100 million for the Active Transportation Program
- \$25 million for Freeway Service Patrol
- \$25 million for SB 375 regional and local planning
- \$7 million for UC and CSU transportation research

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SB-1 Revenue Sources



- Gasoline Excise Tax: 12¢ per gallon, starting November 1, 2017
- End Board of Equalization annual adjustment: July 1, 2019
- Diesel Excise Tax Increase: 20¢, starting November 1, 2017
- Diesel Sales Tax Increase: 4%, starting November 1, 2017

<u>Constitutional Amendment:</u> Provides Constitutional protection to ensure revenues are not diverted away from transportation purposes

- Transportation Improvement Fee: \$25 -\$175 per vehicle (depending on value), starting spring 2018
- Zero-Emissions Vehicle Fee: \$100 per vehicle, starting in 2020
- Caltrans Efficiencies: \$100 million in savings
- One time General Fund loan repayments
 - \$236 million for transit capital
 - \$20 million for planning
 - \$225 million for state highway maintenance
 - \$225 million for local streets and roads maintenance

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SB-1 Reforms



- Creates independent Office of Audits and Investigations within Caltrans
 - New Inspector General to be appointed by the Governor, confirmed by the Senate, and would report annually to the Legislature
- Greater oversight & accountability of SHS maintenance and operations through CTC review and approval of scope, cost, and schedule of all SHOPP projects
 - Caltrans aligns investments with the Commission-adopted Asset Management Plan
 - Projects reviewed and discussed in regular public meetings for greater transparency and accountability
 - CTC allocates capital outlay support
 - Caltrans required to get CTC approval for project scope changes or budget overruns

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SB-1 Reforms



- New 10-year performance targets for the state highway program
 - Not less than 98% of pavement on the SHS in good or fair condition
 - Not less than 90% level of service achieved for maintenance of potholes, spalls, and cracks
 - Not less than 90% of culverts in good or fair condition
 - Not less than 90% of the transportation management system units in good condition
 - Fix not less than an additional 500 bridges

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SB 1 – New Programs:



SB 1 creates a number of new programs (both formula and competitive) that the Commission will have a role in administering including:

- Local Streets and Roads Program (\$1.5 billion/year)
- Local Partnership Program (\$200 million/year)
- Solutions for Congested Corridors Program (\$250 million/year)
- Trade Corridor Enhancement Account (\$300 million/year)

All of these new programs will include accountability measures and performance goals as outlined in SB 1.



Purpose and Need:

- Created to support collaborative and comprehensive proposals to benefit mobility, quality of life, and environment by addressing challenges through highly traveled corridors.
- Regions/localities finding new ways to address congestion
 - ✓ Long term, comprehensive, multimodal, multiagency approaches
 - ✓ Expand travel choices, improve quality of life, preserve local community character

 Comprehensive multimodal plan/project benefits - address mobility, community, and environmental challenges along highly travelled corridors

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Objective

\$250 million per year appropriation, allocated by the CTC every 2 years, to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors

General Requirements

Eligible Projects – SHS, Local Streets & Roads, Transit Facilities, Bike/Ped Facilities, Restoration/Preservation to Protect Critical Local Habitat or Open Space

Eligible Highway Capacity Projects – HOV, Managed Lanes, Other Non General Purpose Lanes for safety (Auxiliary Lanes, Truck Climbing Lanes, Dedicated Bicycle Lanes)

Eligible Recipients – Caltrans, Regional Transportation Planning Agencies, County Transportation Commissions

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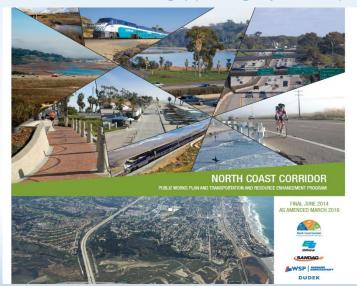
Projects must be part of a comprehensive plan!

- SB 1 provides 5 examples of a "more comprehensive approach to improving congestion in highly traveled corridors."
 - 1. The North Coast corridor along I-5 and the adjacent rail corridor in San Diego County

 Document: http://www.dot.ca.gov/dist11/Env_docs/I-5PWP/2016/march/nccpwptrepfull.pdf
 - 2. The SR 91 and Metrolink rail corridor in Riverside County

Web Page: http://www.sr91project.info/

Document: http://sr91project.info/_pdf/SR-91ImplementationPlan-2015.pdf







3. The US 101 and Caltrain corridor connecting Silicon Valley and San Francisco

Web Page: http://www.spur.org/publications/spur-report/2017-02-23/caltrain-corridor-vision-plan
Document: http://www.spur.org/sites/default/files/publications_pdfs/SPUR_Caltrain_Corridor_Vision_Plan.pdf

4. Multimodal approaches to the US 101 and SMART rail corridors in Marin and Sonoma Counties

Document: http://scta.ca.gov/wp-content/uploads/2017/05/SON-MAR-MultiModal-TLUS-06061997_reduce-ocr.pdf

5. Comprehensive solutions for I-405 in Los Angeles County

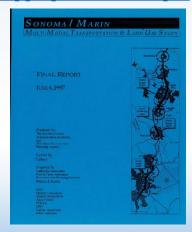
Web Page: https://www.metro.net/projects/i-405/

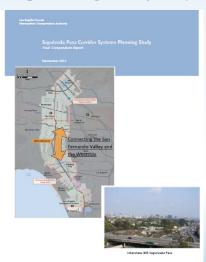
Project Map: https://media.metro.net/uploads/sepulveda_pass_project_map.gif

Final Report: https://www.metro.net/projects/sfv-405/sepulveda-pass-corridor-systems-planning-study-fcr/

Systems Planning Study PowerPoint: http://media.metro.net/projects_studies/sfv-405/images/03_20121213_sep_pass_ppt_presentation.pdf









Application Scoring Criteria

- Safety
- Congestion
- Accessibility
- Economic development and job creation and retention

- Furtherance of state and federal air quality standards and GHG reduction
- Efficient land use
- Matching funds
- Project deliverability

Priority is to be given to projects jointly nominated by Caltrans and a regional agency

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Tentative Schedule:

- Workshops to develop guidelines June through October 2017
- Presentation of draft guidelines October 18-19, 2017
- Adoption of final program guidelines December 6-7, 2017
- Applications due May 2018
- Program adoption August 2018

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Conclusion – Parting Thoughts



This is an exciting time to be planning for our multi-modal transportation network!

Robust planning is key to identifying strategic transportation investments that will allow California to meet our ambitious environmental, economic, and equity goals.

Commission funding decisions are built on comprehensive and inclusive regional and statewide planning processes.



Thank You

California Transportation Commission www.catc.ca.gov

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